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Hongkong, 4th January, 1912. [157]

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M. J. NATHAN,

Manager.

Kowloon, 3rd April, 1912. [536]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
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No anonymously signed communications that have already appeared in other papers will be inserted.  
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**The Daily Press.**  
HONGKONG, APRIL 10TH, 1912.

The recent announcement that Great Britain and Portugal had renewed the ancient alliance which has subsisted between them unchanged since the middle of the fourteenth century is of much interest especially in view of the rumours which have been current regarding the future of Portugal's colonies. The Premier of Portugal last month published in the Press an extract of the Anglo-Portuguese Treaty of Alliance. According to the Treaty neither party will help another nation in attacking either of the contracting Powers, or give asylum to the enemies of the other, except to political fugitives or exiles. In case of war or invasion both Powers agree to assist each other with arms, men, and ammunition when required, and will also assist in the protection of each other's colonies by sending troops or warships. Should either Spain or France attempt to make war against Portugal or her colonies, Great Britain is to intervene and endeavour to secure peace, failing which she will lend the assistance of her troops. Great Britain's reasons for "renewing" an alliance of this character are not very obvious, having regard to Portugal's decadent position, but when it is explained that what has taken place is merely an exchange of Notes confirming an ancient Treaty, it will be readily assumed that it has been done to remove any uncertainty that may prevail as to the continued existence of the alliance now that Portugal

has become a Republic. A writer in a London paper explains that in their original form the treaties were clearly as much dynastic as national, and indeed one of them—the Treaty of Windsor of 1386—definitely pledges the parties to it to help each other against their respective "rebels." In these circumstances it will be readily understood that the present Republican Government in Portugal were in some doubt as to whether the treaties had not collapsed with the disappearance of the Braganza dynasty. As a matter of fact, the writer says, the contrary view was held by His Majesty's Government, and they were fortified by a minute of Canning, drawn up in 1826, in which, besides arguing that the treaties must be interpreted by the circumstances of the time, pointed out that if the guarantee was dynastic then Portugal had virtually terminated the treaties by her alliance with Cromwell in 1654. "Nevertheless, in view of later renewals of the treaties unaccompanied by any saving clause, a doubt might well be held to subsist. Hence the necessity for the present exchange of Notes. Later on, perhaps, it might be desirable to conclude a fresh treaty superseding the old texts, and laying down clearly the obligations of the High Contracting Parties. One effect of the renewal will be to lay at rest all rumours in regard to some projected spoliation of the Colonial domain of Portugal which ignorant people have lately discussed in connection with the Anglo-German negotiations." Incidentally too it answers a question which has suggested itself to many people in Hongkong during the past two years regarding Great Britain's attitude in regard to the seizure of Macao by Chinese troops. It will be remembered that when the Chinese agitation which arose over the failure of the negotiation of the boundaries of Macao was followed by the stationing of a large Chinese force at Chinsan, close to Macao, there were many who jumped to the conclusion that the Canton Government meditated a seizure of the territory claimed by Portugal. It was an idea widely credited among the Chinese, but that the Chinese Government ever seriously contemplated such a bold enterprise was a conjecture which, we imagine, had very little basis in fact. In any case, now that it is better known that a Treaty of Alliance exists between Great Britain and Portugal whereby they are pledged to assist each other "in the protection of each other's colonies by sending troops or warships," the rumour is not likely to be revived.

Entries close this evening for the V.R.C. sports.

Mr. W. J. Titcher, Superintendent of the Botanical and Forestry Department, and Mrs. Titcher, Headmistress of the Bellis Girls' School, left for Home on holiday yesterday by the Siberian route.

An extraordinary general meeting of the Toerangia Rubber Co. was held yesterday to confirm a resolution passed at an extraordinary general meeting of the Company held on March 21st. There were present:—Messrs. A. Denison, presiding, C. D. Wilkinson, H. W. Slade, K.C., P. Loureiro, G. H. Willis, and the secretary, Mr. E. A. M. Williams. The resolution was confirmed by a unanimous vote.

The many admirers of that talented actress Miss Florence Beech, of the Bandmann Opera Co., will be very sorry to hear, says the *Singapore Free Press*, that she is in the General Hospital here in rather a bad state, suffering from fever, consequent on the somewhat serious fall she had here, following another in Calcutta. News of Miss Beech's illness was wired to Mr. Maurice Bandmann, and he is returning to Singapore from Colombo. It was Miss Beech's illness, we understand, that caused the alteration in the order of the operas staged in Hongkong.

#### PRINCE WALDEMAR'S STAY IN HONGKONG.

Prince Waldemar visited a Chinese theatre on Saturday evening. Later on the same evening he attended a Chinese dinner at the Ching Tin Hotel, with the German Consul, Dr. Foretsch, and members of his staff. Amongst those invited to meet the Prince were Messrs. R. Laurenz, Capt. M. Taylor, A.D.C., H. A. Siebs, F. Tse Yat, Tse Tsan Tai, Ching King Sin, and others.

On Tuesday morning the Prince inspected some of the priceless masterpieces of Mr. Tse Tsan Tai's collection of ancient Chinese paintings. The Prince took a particular interest in the paintings by Li Su Hsun, Wu Tao Tzu, Yen Li Ti, Yen Li Pen and Han Kan of the Tang Dynasty, all of which are over one thousand years old.

Prince Waldemar was accompanied by Dr. Voretzsch, who is a collector and connoisseur of Chinese art. The Prince subsequently left by the *Shinyo Maru*. His Highness intends visiting Peking, Kiachow, and Japan.

#### RETIREMENT OF INSPECTOR LANGLEY.

To-day Inspector A. C. Langley retires on pension from the police force of Hongkong after 21 years' service. He is a most capable and popular officer and his retirement has come as a surprise to most of his friends, but the step is being taken on medical advice. He joined the force in 1891 and served four years in the water police. After passing through various stages he was appointed to the charge of the water police nine years ago, and his conduct in that difficult position has met with the approbation of his superiors and the appreciation of the community. Some four years ago he gained the fourth class medal for meritorious service and he is also in possession of the third class medal for long service.

Mr. Langley has always been interested in sport. He has been captain of the police cricket club since its inception, and he has taken a prominent part in local billiards and in local lawn bowls. He and his wife and family leave by the English mail on Saturday for the Homeland, and they will be accompanied by the good wishes of hosts of friends in and out of the force.

#### "THE COUNT OF LUXEMBOURG."

The repeat performance of "The Count of Luxembourg" by the Bandmann Opera Company last night attracted another large house, and the general approval of the production was as manifest as it was the previous night. There was not a dull moment from the raising of the curtain till its fall, and the many encores testified to the good work of the principals. The music is perhaps not so striking as in some of the other productions, but the waltz theme which was so predominant towards the close was very fascinating, while the dancing was picturesque and effective. There is no need to refer to the performers in detail. Everyone acquitted himself and herself with distinction, and the company may rightly regard "The Count of Luxembourg" as their masterpiece. In it everybody is so happily placed that they seemed to naturally fit the parts.

#### LOCAL SPORT

##### LAWN BOWLS.

The Police celebrated Easter Monday by a three rink match between teams representing married and single for silver spoons. The big margin obtained by Inspector Cameron's rink ended in a win for the married men by 62 points to 48. The scores were:—

MARRIED.	(skip)	SINGLE.	(skip)
P. S. Pitt	15	Insp. Withers	14
Insp. McHardy	16	P. C. Stewart	17
Insp. Cameron	31	K. McLennan	47
	62		49

##### BILLIARDS.

Another series of games in the second round of the Soldiers' Club Billiard Tournament commenced on Thursday evening last when the Hongkong Volunteers met 83 Company R.G.A. The first game was between Captain Lammett of the Volunteers and Gunner Weatherall, 83 Co. R.G.A. The Volunteer beat the Regular by 122, making breaks of 22 (twice), 13 (twice), 26, 11, 12 and 20. Weatherall's only two-figure breaks being 14 and 10. The second game was played by Sergeant Holliday, 83 Co. R.G.A., and Corporal Bullock of the Volunteers. The former won by 30, his highest breaks being 10, 13, 12 (twice), 16 and 11. Corporal Bullock contributing 14 (twice), 10, 11, 15 and 13. Scores:—

Captain Lammett	250
Gunner Weatherall	128
Sergeant Holliday	250
Corpl. Bullock	220

#### HONGKONG VOLUNTEER RESERVES.

The following are the results of the 5th monthly shoot which took place at King's Park Range (500 yards) on Saturday and Sunday, the 6th and 7th inst.:—

A CLASS.	1	2	3
P. Dean	31	2	33
E. Abraham	27	6	33
J. Simpson	30	1	31
W. J. May	27	4	31
A. Calvert	30	8	30
W. J. J. Gant	26	4	30
T. Grimshaw	27	2	29
G. Gipson	26	2	28
B CLASS.	1	2	3
J. Lyon	31	6	35
H. J. Knight	26	4	30
R. W. Paley	26	2	28

#### MARINE INSURANCE COMPANY RESULTS.

Analysing the statements of nine marine insurance companies, whose figures are now available, *The Times* states that, assuming the amounts placed to suspense are sufficient to close the account, there was in the aggregate an underwriting profit for 1910 of 6.8 per cent. on a total premium income of £2,694,366, as compared with a profit of 5.4 per cent. in the previous year. The total first year payments on the 1911 account amount to 26.5 per cent. of the premium income, which was a lighter settlement than the corresponding figure for 1910.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

#### THE COAL STRIKE.

SCOTCH MINERS RESUMING.

LONDON, April 9th.  
With the exception of those in Fifeshire, the Scotch miners have made a general start.

LATER.

#### RAILWAY SERVICES BECOMING NORMAL.

The railways are resuming their normal services. In South Wales and Durham there remain a danger at the points, owing to the discontent of the surfacemen.

#### PREPARATIONS FOR RESUMPTION.

Elsewhere there are most active preparations for an immediate resumption of work. A thousand were getting coal yesterday in Lancashire in spite of the holiday.

#### DIFFERENCES WITHIN MINERS' FEDERATION.

The meetings of miners and the speeches of their agents indicate differences within the Federation. The miners at Chirk have decided to secede from the North Wales Federation.

Mr. Spencer, the Derbyshire representative to the Conference on Saturday, addressing the miners at Alfreton said the change of front on the part of the leaders would shake the foundations of the Federation, and he was convinced that never again would there be a strike of such magnitude.

The miners at Dinnington near Sheffield have passed a vote of censure upon their leaders and have resolved to start a crusade to revise the rules for the election of officials to the Federation. On the other hand Mr. Hartshorn at Cardiff said that preparations were being made for a labour movement of greater magnitude by the union of transport workers, railwaymen, and miners. He predicted a general strike of transport workers early in the summer.

#### ITALY AND TURKEY.

ORRER STEAMER SEIZED.

LONDON, April 9th.

A telegram from Port Said states that the Italian subvented merchant cruiser *Ducadi Genova* has captured a Greek steamer carrying contraband, and is taking her to Tobruk.

#### TURKISH SUBVENTOR RESISTANCE.

The *Times* Cairo correspondent says that Edhem Pasha, the Turkish commander at Tobruk, has arrived from Tripoli. He states that the Turkish troops number 10,000, and are assisted by 200,000 Arabs. They are able to hold out for a year.

The Turks recently fired at and brought down an Italian aeroplane at Benghazi.

#### MR. BONAR LAW IN IRELAND.

LONDON, April 9th.

Mr. Bonar Law is en route to Belfast, where to-morrow he addresses a great anti-Home Rule demonstration. He met with a tremendous reception at Larne, where large crowds gathered, and bands played the National Anthem. The ovations were repeated at Belfast.

#### HOLY WAR IN TIBET.

LONDON, April 9th.

Rumours are rife among the Dalai Lama's officials at Lhasa that there has been heavy fighting between Tibetans and Chinese. It is said that Chinese soldiers attacked a Tibetan monastery near Lhasa, and that the monks retaliated vigorously. A kind of holy war is proceeding.

#### STEAMER'S TERRIBLE EXPERIENCE.

LONDON, April 9th.

The liner *Ontario* bound from Baltimore to Boston was battling with a gale when fire broke out at midnight in the cotton hold. The crew and the 31 passengers remained on board while the breakers were sweeping the decks till the steamer was beached on Long Island. They were rescued by a tug.

The wireless operator stuck to his post for three hours telegraphing for assistance everywhere though the flames were fifteen feet high in his cabin.

#### INTERNATIONAL RUGBY.

LONDON, April 9th.

The international rugby match between England and France at Paris was won by England by 18 points to 8.

#### BOXING.

LONDON, April 9th.

Reuter's correspondent at Sydney telegraphs that in a twenty rounds boxing contest Langford beat McVea on points. There were 15,000 people present. The betting was 10 to 9 against McVea, and it veered to 5 to 4. Langford, after the third round, fought fast and fair.

#### OBITUARIES.

LONDON, April 9th.

Mr. Thomas MacQuoid, the artist and painter, is dead. The death of Emily Soldene, vocalist, actress, journalist, and novelist, is announced.

#### A HONGKONG WEDDING.

BOWLEY EDWARDS.

The wedding of Mr. Francis Bulmer Lyon Bowley, third son of the late Rev. J. W. L. Bowley, of Bristol, and Mrs. Bowley, of Reading, and Miss Ethel Brownen, second daughter of the late Mr. Richard Edwards, J.P., and of Mrs. Edwards of Fedwhir, Aberdare, was solemnised yesterday afternoon at St. John's Cathedral, and as the bridegroom is well-known in the Colony, having formerly acted as Crown Solicitor, and being a member of the firm of Messrs. Dennys and Bowley, the event aroused no little local interest and a large congregation attended to witness the ceremony. The church was beautified for the occasion, and the many pot plants and palms introduced lent a pleasing effect to the interior.

The service, which was choral, was conducted by the Rev. F. T. Johnson, assisted by the Rev. A. A. C. Moreton, B.N., at the organ being Mr. Denman Fuller, F.R.C.O., who played the Serenade Hoffmann before the ceremony and Chanson d'Éte by E. Lemaire afterwards.

The bride, who was given away by Mr. H. L. Dennys, senr., was charmingly attired. She wore a magnificent gown of white tulle with satin trimmings and pearl embroidery, as well as a train of satin and pearl embroidery with bows of ribbon fastening from the left shoulder to the waist. The old lace veil worn by the bride was lent by her mother. The bride's bouquet comprised a sheaf of beautiful arm lilies. The four bridesmaids were Misses Vivienne Dennys, Esme Scott, Harston, Betty Harvey and Sheila MacMunn. They wore white satin dresses trimmed with silver, and carried crooks adorned with pink roses and violets tied with pink and mauve ribbons. Mr. Bulmer Johnson, cousin of the bridegroom, acted as best man. The happy couple left the church to the strains of Mendelssohn's Wedding March and a merry chime was sounded on the bells as the party entered the church for the Feast of Belvidere. A reception was held, at which the health of Mr. and Mrs. Bowley was proposed. The honeymoon is to be spent in Japan.

Among the presents received are the following:—

H.E. Sir Frederick Lugard and Lady Lugard—Silver cruet.

Capt. and Mrs. Addison—Lacquer salad bowl.

Mr. and Mrs. C. G. Alabaster—Silver toilet service.

Mr. and Mrs. Aston—Silver toilet service.

Mrs. and Miss Aston (Cheltenham)—cake basket.

Dr. Dalrymple Allen—Silver salt cellars.

Hon. Mr. C. J. Badley, Hon. Mr. C. McL. Messer, Mr. J. B. Wood and Mr. C. M. Melbourne—Crystal jug.

Mr. and Mrs. E. M. Barton—Embroidered tea cloth.

Capt. and Mrs. C. J. Benton—Liquor pot.

Mr. A. Beattie and Mr. M. P. Beattie—Silver vases.

Mr. Francis Benton—Silver vases.

Mr. and Mrs. Beath—Silver menu holders.

Capt. and Mrs. H. I. Black and Misses Robinson—Biscuit box.

Dr. and Mrs. Black—Liquor cups and stand.

Dr. and Mrs. Bell—Ivory frame.

Mr. and Mrs. Blanch—Bronze vase.

Mr. and Mrs. H. W. Bird—Silver coffee spoons.

Mr. and Mrs. L. G. Bird—Silver dishes.

Mr. and Mrs. Bonnar—Silver tea knives.

Mrs. Bowdler—Silver vases.

Capt. and Mrs. Bowen—Embroidered table cloth.

Mr. A. Bryer—Blackwood and silver tray.

Mrs. Bowley—Dining room clock.

Mr. and Mrs. A. L. Bowley—Bedspreads.

Mr. C. W. Buyers—Crystal dish.

Mr. C. Browne—Silver finger bowl.

Miss L. Bryer—Silver photo frame.

Mr. J. M. Beck—Silver pin box.

Mr. W. L. Carter—Silver frame.

Hon. Mr. and Mrs. Chatham and Mr. and Mrs. Wolfe—Silver sauce bowls.

Mr. and Mrs. A. F. Churchill—Brass tray.

Dr. F. Clark—Blackwood stool.

Hon. Mr. C. Clement—Picture.

Mr. and Mrs. D. W. Craddock—Silver sweet dish.

Mr. Crewe—Silver finger bowl.

Mr. and Mrs. Stanley Cooke—Embroidered tea cloth.

Mr. and Mrs. Crofton—Clock.

Dr. J. H. Coole (Fochow)—Lacquer and napkin ring.

Master Denis Crofton—Pencil case.

Chinese Staff (Dennys & Bowley)—Silver centrepiece.

Mr. and Mrs. Cunningham—Silver tea strainer.

Mr. T. Dallin—Silver inkstand.

Dr. and Mrs. David (Pontypridd)—Brooch.

Mr. Rees Davis—Silver dish.

Mr. Edgar Davidson—Silver finger bowl.

Mr. and Mrs. H. L. Dennys—Silver fruit dishes and table glass.

Mr. H. L. Dennys, Junior—Silver sweet dishes.

Mr. and Mrs. Denison—Silver bowl.

Mr. and Mrs. W. H. T. Davis—Present.

Mrs. Davies (Drygolwg)—Silver vases.

Mr. and Mrs. Dymond (Hereford)—Old china.

Mr. and Mrs. Edkins—Silver cruet.

Mrs. Edwards (Fedwhir)—Cheque.

Mr. W. Edwards, Mr. O. T. Edwards and Mr. A. Edwards—Brooch.

Hon. Mr. H. J. Gompertz—Bronze lantern.

Mr. and Mrs. Gale—Embroidered tea cloth.

G. F. S. (Llwydcoed)—Prayer Book.

Mr. and Mrs. E. R. Hallifax—Blackwood stands.

Mr. and Mrs. H. Hancock—Silver cruet.

Mr. and Mrs. Reader Harris—Silver crumb scoop.

Dr. and Mrs. Montagu Harston—Silver sauce boat.

Mr. and Mrs. Scott Harston—Silver cake dish.

Mr. and Mrs. R. D. Harvey—Brass lanterns.

Colonel Gordon Hall—Cruet stand.

Mr. C. N. Hamilton—Silver cruet.

Rev. and Mrs. Hickling—Hainan ware.

Capt. and Mrs. Harvey—Brass tray.

Mr. and Mrs. Geo. Hogg—Silver toast racks.

Mr. H. K. Holmes—Gold pencil case.

Mr. and Mrs. P. M. Hodgson—Silver menu holders.

Mr. and Mrs. Hornby—Bronze vase.

Miss Innes—Blackwood frame.

Colonel and Mrs. Irwin—Vase.

Mr. F. R. Johnson, Miss Johnson and brothers—Sleeve links.

Mr. and Mrs. A. E. Johnson and the Misses Johnson—Cigar box.

Mr. C. Bulmer Johnson—Silver butter dish and frame.

Rev. F. T. Johnson—Silver salt cellars.

Rev. and Mrs. Richard Jones (Trecynon)—Book.

Dr. and Mrs. Jordan—Travelling clock.

Mr. Janssen—Silver scent bottle.

Mr. and Mrs. Kemp—Clock.

Major and Mrs. Lyddon—Silk tea cloth.

Mr. E. Lyddon (Penarth)—Present.

Mr. and Mrs. Lang—Silver inkstand.

Mr. and Mrs. M. H. Logan—Silver salt cellars.

Mr. and Mrs. E. J. Libeaud—Engraving.

Mr. and Mrs. Layton—Bronze vases.

Mr. and Mrs. Leask—Silver dishes.

Mr. Li Ping—Blackwood flower stands.

Mr. and Mrs. Lee Jones—Brass flower pot.

Mr. and Mrs. Looker—Barometer, thermometer and clock.

Mr. and Mrs. F. C. Macdonald—Silver cake knife.

Miss Major—Embroidered satin cushion.



## SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held yesterday. There were present, the President (Mr. E. D. C. Wolfe), Hon. Mr. W. Chatham, C.M.G., Director of Public Works, Hon. Mr. E. R. Hallifax (Registrar-General), Col. Irwin, Dr. Fitzwilliams, Mr. Ng Hon Tsz and Dr. F. Clark (Medical Officer of Health).

Relative to a letter from the Colonial Secretary's Office, regarding the report on a bacteriological examination of the public water supplies.

Mr. BOWLER minutes—"The letter from the Government is no reply to the question propounded, which was, 'where were the samples in the attached report, referred to, actually taken?' Refer back for categorical reply."

Dr. FITZWILLIAMS minutes—"Unsatisfactory" and "extra" were the samples of water, reported upon, taken from this point.

The Hon. Director of Public Works minutes—"The following should have preceded the statement in my minute of 12th March, 1912: 'The unfiltered samples were taken from the filter beds, and the filtered samples were taken from a point in the main leading from the filter beds to the service reservoir, immediately adjoining the filter beds. The minute should stop at the word 'stated.'"

Dr. FITZWILLIAMS—"The real question is whether these samples were taken from the regulation place."

Hon. Director of Public Works—"It was."

The matter then dropped.

## THE MAGISTRACY.

For returning from banishment a Chinese was yesterday sentenced to six months' imprisonment.

For bringing two dead pigs into the Colony on Monday contrary to the Colonial regulations a Chinese trader was yesterday fined \$25.

A Chinese was yesterday convicted by Mr. Melbourne of having given false testimony in a case heard before his Worship on Monday, and a fine of \$2 or five days' imprisonment was imposed.

Three Chinese were brought up on remand charged at the instance of L. S. Wills with having stolen a junk from Sham Sui Po on the 30th March. They were again remanded until Wednesday.

Ten strokes with the birch and 48 hours' detention was the sentence passed by Mr. Irving upon a Chinese youth 14 years of age who had been convicted of stealing a quantity of brass screws from the Naval Yard.

F. L. Picard, who is charged with forging a cheque for \$120 upon the Yokohama Specie Bank in the name of Mr. Vernon of Macao, appeared yesterday before Mr. Irving, the case being again remanded until Wednesday.

When the *Tamara Maru* arrived in port on Monday she had on board seven Chinese stowaways whom the captain had discovered on the downward voyage in the forepeak water tank. They were brought before Mr. Irving yesterday charged with having stowed away from Hongkong, and a Japanese seaman was also charged with having aided and abetted them. The Nippon Yusen Kaisha withdrew the charge against the stowaways as part of the passage had been paid, and the charge was withdrawn against the Japanese seaman on the understanding that he would be taken to Japan to be dealt with by the Japanese Government.

Yesterday the master and three of the crew of a stone junk were placed before Mr. Irving on a charge of being in the unlawful possession of a quantity of cable and an anchor. The police had received information that the junk had been seen under suspicious circumstances off Tai Kok Tsui with 300 pounds of anchor and 270 feet of 3 inch cable on board valued at \$905. The master failed to give a satisfactory account of the metal, and the junk was seized by L. S. Wills, who yesterday prosecuted the master and three of a crew with the larceny of the anchor and cable from the steam lighter *Fatho*, which was burned to the water's edge behind Stonecutters Island in August last. The master was sentenced to three months' imprisonment and the crew were discharged.

Mr. Melbourne was called upon yesterday to investigate a charge against a Chinese named Li Sang of having thrown a corrosive fluid upon a blind singing girl on the 2nd inst. The complainant, who is 22 years of age, was accompanied by her amah on the day in question, and it is alleged that defendant, who is her adopted mother's son, threw a corrosive fluid at her as he was passing. Fortunately, it missed her face, but went over her neck and shoulders, burning her clothing, and causing three wounds on her neck. She was taken to the Tung Wah Hospital, where her injuries were attended to by Dr. Tso. Mr. E. Davidson, of Messrs. Hastings & Hastings, appeared for the prosecution, and Mr. Crowther Smith appeared for the defence. The hearing was adjourned.

## THE PHILOSOPHY OF BONAPARTE.

The Paris correspondent of the Daily Telegraph writes:—"The collection of *parades* gathered by the industrious M. J. Bertant from the literary works of Napoleon I. give an excellent idea of the Emperor's mastery of incisive phrase, and his keen intuition. Here are some of his axioms on war:

"There are two kinds of plans of campaign—good and bad. The good are nearly always wrecked by unforeseen circumstances, which often cause the bad to succeed."

"Inevitable wars are always just. Imagination loses battles."

"Warfare is a natural style."

"In war there is only one favourable moment; genius knows how to seize it."

"There are cases in which squandering men economise blood."

"An army is a people that obeys. Courage is like love; it feeds on hope."

"Fearless people are not found among those who have something to lose."

"Dare-devilry is an innate quality; it is in the blood, and often merely impatience of danger. Courage is the result of thought."

"I have an income of 100,000 men!"

"But, of course, Napoleon's interests were not entirely absorbed by war. He has left some maxims relating to the drama and literature:

"Verse is merely the embroidery on the drama of life."

"A good tragedy gains in value every day. High tragedy is the school of great men, and it is the duty of Sovereigns to encourage it. To judge tragedy it is not necessary to be a poet; it is sufficient to know men and things."

"Tragedy should be the school for kings and peoples; it is the highest point to which a poet can attain."

"Dramas are the tragedies of chambermaids."

"What I admire in the 'Agamemnon' of Eschylus is the extreme force united to great simplicity. I am particularly struck by the degrees of terror which characterise the productions of this father of tragedy."

"Tartuffe" is the production of a masterly hand, but it has such a character that I do not hesitate to say that if it had been written in my time I would not have permitted it to be performed."

"Beaumarchais: a man without morals, without principles; a pedlar of literature rather than a man of letters. I would have clapped him into prison; I should have been called a tyrant, but what a gain to society!"

"Here are a few political maxims, and some thoughts on love."

"Blockheads talk of the past, wise men of the present, fools of the future."

"A Prince ought to suspect everybody. Those who can no longer be rewarded must be disgraced."

"A throne is only a plank covered with velvet."

"Kingship in these days is no child's play; the habits of Kings must change with those of the people; to have the right to serve people one must begin by serving them well."

"Republics are not made out of old monarchies."

"A revolution is an opinion supported by bayonets."

"Charles I. perished for resisting, Louis XVI. for not resisting; neither understood the force of inertia, which is the secret of great reigns."

"When I learn that a nation can live without bread I shall believe that the French can live without glory."

"You may kill the Turks; you will never conquer them."

"In the battle of love, flight is the only victory."

"Love is the occupation of the idle man, the distraction of the soldier, the stumbling-block of the Sovereign."

"Love is a stupidity à deux."

## SALE OF ARMS IN CHINA.

In the House of Commons on the 20th ult., Mr. C. Bathurst (Wilts, Wilton, Oke) asked the Secretary of State for Foreign Affairs whether, in view of the fact that hostilities in China had now ceased and that German, Japanese and other foreign traders were doing a large business in the sale of arms and ammunition to the new Chinese Government, he proposed now to remove the restrictions which were imposed last November by the British Government upon the importation by British subjects of munitions of war, and so put British commerce in this respect on an equality with that of other nations.

Sir E. Grey—"I am not aware that any restriction have been imposed such as the hon. member mentions. His Majesty's Government have gone no further than to offer advice to British subjects not to take part in the trade in arms and ammunition during the revolutionary struggle in China, as such participation was likely to create difficulty with one or other of the parties engaged in that struggle and to be detrimental to British interests. I have no knowledge of any case in which this advice has been given since the issue of the Edict announcing the abdication of the Emperor."

## SIMPLIFIED CHINESE WRITING.

80,000 CHINESE SIGNS REDUCED TO 42!

Professor Rivetta, of the "Orient Institution" at Naples, has compiled a Chinese alphabet which, a Rome correspondent says, it is hoped the Republic will sanction. Hitherto 80,000 signs served to form the 80,000 words of the language, and it is not astonishing that the number of literates in the Celestial Kingdom were few. In order to reproduce all the sounds of the Chinese tongue Professor Rivetta had recourse to every alphabet now existing. He has made one which comprises 42 letters, of which 23 are vowels and 19 consonants. Among the vowels, four are taken from the Greek, four from the Russian, five from the Latin, three from the Russian, and two are Greek. The new alphabet enables every word of the universally current Chinese language to be correctly written. It has already been adopted in Southern China. [Where?—Ed.]

## NOTES AND NEWS.

## HOBBLE SKIRT CAUSES ACCIDENTAL DEATH.

A verdict of accidental death was returned at the inquest at Davenham on the body of Mrs. Ethel Hawley Lindley, the wife of a retired Manchester cotton manufacturer, of Davenham Cottage, Northwich. While taking a constitutional, and wearing a hobble skirt, Mrs. Lindley climbed a stile, and was subsequently found with her leg broken in two places, and the bone protruding. Septic poisoning supervened, and the leg was amputated, but death occurred from heart failure. The coroner said that he had the greatest respect for ladies' and their dresses, but he wished that when they took country walks they would not wear hobble skirts.

## THE MEN OF MARS.

M. Edmond Perrier, the director of the French Botanical Society, in an amusing interview recently declared that there is no doubt at all that there are plants and flowers on Mars, and that the planet is inhabited. He has published a little pamphlet in which he describes on scientific grounds the Martians as he believes them to be. "Owing to the lightness of the atmosphere on Mars and the comparative absence of direct light, M. Perrier believes the Martians to be luxuriant, and the Martians people like giant Scandinavians. They are, he thinks, about twice the size of human beings, have enormous noses and large protruding eyes. Their eyes are probably blue, their hair almost white, they have no necks, waists, have very prominent ears, and their large heads and bodies are supported by very thin legs and very small feet."

## LAWYER'S WRONGLY DRAWN WILL.

Mr. Vernon Lushington, K.C., of Kensington-square, W., at one time Judge Advocate-General, afterwards Secretary to the Admiralty, who died on January 24, aged 69, left estate valued at £10,560 gross, with net personality sworn at £19,306. His will dated November 1st, 1909, and a codicil of April 11th last, both drawn by himself on separate sheets of notepaper, were not properly attested, and in each case an affidavit by the attesting witnesses of due execution was required before the documents were admitted to probate. Mr. Lushington thus added another to the company of eminent lawyers who have failed to draw correctly their own wills, for Lord St. Helier (who for many years, as Sir Francis Jeune, was president of the Probate Court), Mr. Henry Stephens, K.C., Lord Brimthorpe, Sir John Blackett, formerly Solicitor-General, Lord Brougham, and Lord Lyndhurst (both Chancellors), have all erred in this respect.

## VERY EVIL EYE.

The *Hindu Spiritual Magazine* publishes an article upon "The Practice of Gaze." Mr. C. S. Surya Prakas Rao says that the impossible becomes possible to the man who has practised steady gaze! A French peasant, he says, was able to kill small birds by steadily looking at them. But the most striking story is that of an opera singer named Massol, who, under the Second Empire, was a great favourite with the public. Although he was a man of small intellect he had a wonderful voice and an eye which slew. One of his greatest successes was his rendering of the "Curse" aria in an opera called "King Charles VI." During the singing of this aria (says the *Review of Reviews*), if his eye fell accidentally upon any one in the audience or on the stage, that person died. After he had killed a scene shifter, the leader of the orchestra, and an unfortunate merchant from Marseilles, the opera was excluded from the repertoire. The writer of the article says the science and practice of "the gaze" is known among the Hindus as "Trataka Yoga." The practice of the gaze gives you whatever you can desire.

## THE DEAREST FOOTMAKER.

A Paris correspondent of a London paper writes:—"The creation of a school of artistic shoe-making is the dream of one of the most original tradesmen in Europe, whom I have discovered at his workshop on the top floor of a house in the Place Vendôme, Paris. This artist in footwear, who is a Sicilian named Paolo Yatoray, proudly styles himself the dearest bootmaker in the world, and the title is justified by the following six rules handed to every visitor to his atelier:—

- 1.—A last is made for every client.
- 2.—Experimental boots and shoes are provided until complete satisfaction is given and are at the cost of the house.
- 3.—Prices vary from £1 a pair.
- 4.—The order consists of (a) 10 pairs of boots and shoes, (b) 10 pairs of trousers with 60 pairs of silk stockings or socks, (c) a special travelling shoe trunk.
- 5.—A deposit of £120 to be made.
- 6.—Terms cash down.

The deposit of £120 is the preliminary to all business with Yatoray, and he will only serve clients who have leisure to devote to the all-important business of being fitted.

He makes the last from a block of mahogany with his own hands, does all the cutting out and modelling of the shoe, and only has the assistance of a couple of workmen for sewing on the soles. He often spends weeks over the last seeking to reproduce with the fidelity of an artist the exact line of a client's foot. One pair of shoes after another is furnished to the client and destroyed until an exact fit is obtained. While the shoes are being made special stockings or socks of the finest web are being woven, for the master bootmaker insists that if a stocking is only the sixteenth of an inch too long the fit of the shoe is spoiled. This original bootmaker has on his books several royalties and some of the smartest women in England and America. He never advertises. He took a shop in Bond-street during the Coronation week to show London what Paris could produce in the way of shoes, but declined to take any orders.

## QUEEN OF SIAM'S JEWELS.

## STORY OF PURCHASE FROM A CHINESE GAMBLER.

At Bow-street Police Court on the 15th ult., Jules Paul de Boscok, alias Paul de Boscok, 31, described as a journalist, was charged on remand under the Fugitive Offenders Act with feloniously receiving jewelry which had been stolen at Bangkok while in course of consignment from London to the Dowager Queen of Siam.

Mr. Bodkin and Mr. Roome appeared for the prosecution.

Chief-Inspector Bower, of Scotland Yard, stated that on February 9th the prisoner read the depositions which had then been received from Singapore. Referring to the statement that two large pearls had been deposited by him with Michael Sidney Cowan, of the Arcade, Singapore, as security for an advance of \$800, he said it was not correct. It was a book debt in respect of racing. He did not dispute that he handed Cowan two pearls, but he disputed their identity.

A written statement by the accused was read by Mr. Bodkin as follows:—

"About the middle of June, 1909, I was in the Government gambling house at Bantawal, Bangkok, Siam, with some other Europeans. As usual, I met in this den several of the Chinese clerks and others belonging to the steamers in my charge. The gambling house is situated close to the landing stage and, in fact, almost opposite my bungalow. I left the gambling house about 5 p.m., and play having, as was commonly the case, run high, I retired a winner of some 2,000 ticals (£250). It was universally known among those on board that I, as wharf superintendent, lent money locally on trading goods and jewelry. I made a profitable side business by this."

The statement proceeded that a kran (steamer's clerk) who had lost heavily at the gambling house applied to the accused for a loan of 2,000 ticals, on the security of a small box of pearls. He lent him 920 ticals, on that security, and received a receipt for 1,000 ticals. On the following morning the man told him that he had lost all this money and asked him if he would buy the pearls. He (the defendant) asked him where the pearls had come from, and the man then admitted that they were stolen, but he did not say who the owner was. "I understood it was part of a cargo. I gave him another 500 ticals and the pearls became mine by purchase."

## SIAMSE POLICE CORRECTION.

"My object in not informing the police of the occurrence was threefold—(1) I feared the worry and annoyance the matter would cause me, as I was in a very bad state of health. I was suffering from facial paralysis and brain trouble, due to the climate, opium, and other causes; (2) it was only a little while back that I made a continued attack in the Press on the police and the rottenness of the system. This caused a radical change to be made, one of the Royal Princes who was then in charge being transferred to another department; (3) it was a notorious matter that stolen property was dealt with with impunity, the native police usually retaining it, when seized, for their own private benefit and rarely restoring it to the rightful owners."

Mr. Reginald Smith, a director of the Association of Diamond Merchants and Silversmiths (Limited), Charing-cross, stated that on April 13th, 1909, his firm received an order for a rope of pearls and other articles from Mr. Chong Kwa, the King of Siam's Chamberlain. Witness packed the things in the specially made box (produced), the zinc lining of which was soldered down, and the outer covering was sealed with four seals. Witness afterwards took the box to Southampton and handed it over to the agent of the North-German Lloyd Line for consignment to Bangkok. Witness joined the vessel, on which the jewelry was consigned, at Genoa and travelled by it to Singapore, afterwards proceeding by another vessel, the *Delhi*, to Bangkok. The box did not come into his possession again after he parted with it at Southampton. The contents, which were of the value of £8,200, were insured at Lloyd's. A few hours after his arrival at Bangkok witness was visited at his hotel by Mr. Chong Kwa, who brought the box with him. The seals had then been broken, and the zinc lining was cut in two places. All the jewels were missing with the exception of a few brooch pins. Next morning Lloyd's agent, the Chief of Police, and the prisoner called at the witness' hotel. The prisoner then said that the box was carried from the captain's cabin on the *Delhi* to the wharf.

Mr. Samuel Smith, governing director of the Association of Diamond Merchants and Silversmiths, gave evidence identifying the description of the pearls which he had purchased in Paris three weeks before they were despatched. The weight of the largest pearl was just over 19 grains.

The Magistrate committed the prisoner to the Straits Settlements for trial.

## COTTON TRADE PROSPECTS.

Mr. William Tattersall, of Manchester, in his cotton trade circular issued on the 15th ult. states that the prospects in the industry remain healthy. The recent rather quieter feeling as regards fresh business is causing no anxiety whatever. Contract lists in both yarn and cloth are of an extensive character, and machinery is working at a substantial margin of profit. Large supplies in the raw material are assured throughout this year.

According to an analysis of the stock-taking results of six large spinning companies for the past three and six months, the profit on share capital, after allowing interest on loans, is 17.74 per cent. per annum, whilst the profit on share and loan capital combined is 13.69 per cent. per annum.

The activity in the weaving branch of the trade is resulting in more extensions, and during the past month several new projects have been arranged for. If the present movement continues it may not be long before the fresh looms put down will balance the excess of spindles during the last few years.

## THE LATE MR. ARTHUR SASSOON.

The *Times* in announcing the death of Mr. Arthur Abraham David Sassoon last month from heart failure said:—

Mr. Arthur Sassoon was born on May 26th, 1840, his father being the late Mr. David Sassoon of Bombay. He spent the earlier years of his life in India and China, after which he became associated with the firm of David Sassoon & Co., of Leadenhall-street, of which he remained a director until the time of his death. Mr. Sassoon was also an uncle of Sir Edward Sassoon, M.P., a half-brother of the late Sir Albert Sassoon, and a brother of the late Mr. Reuben Sassoon. He married, in 1873, Eugénie Louise, daughter of the late Achille Perugia, of Trieste, and a sister of Mrs. Leopold de Rothschild. Mr. Sassoon was better known in society than in the City, for he retired from business between 30 and 40 years ago, and had since devoted himself entirely, except for his director's duties, to social affairs. His great wealth enabled him and Mrs. Sassoon to entertain considerably, both at their villa at Hove and at Tulchan, a large estate in Scotland. Mr. Sassoon was honourable with the friendship of the late King Edward, who, as Prince of Wales and afterwards as King, frequently visited him at Brighton, while King George was his guest last autumn at Tulchan Lodge for grouse shooting. King Edward conferred on him the C.V.O. in 1903.

Mr. Sassoon was a man of scholarly tastes and wide reading. He knew Hebrew, Hindustani, and Arabic, and he knew the Bible perfectly. It was his habit to read *The Times* through from beginning to end every day, and he was remarkable for the accuracy of his information. He was looked up to and loved by all the members of the family of which he was the head. Throughout his life he was extremely kind-hearted and charitable, but all his almsgiving was done so privately that nobody ever knew the extent of his generosity. He was most hospitable, and never so happy as when entertaining guests. He lived for the most part quietly at Brighton or in Scotland, occasionally varying this by giving an entertainment at his house at Albert-gate.

The *Pall Mall Gazette* said:—

The late Mr. Sassoon was perhaps more frequently the host of Royalty during the past ten or twelve years than was any other member of that small section of society that circles round Buckingham Palace. At his fine house in Albert Gate, at Tulchan, the beautiful Seafield property in Banffshire, and at the big house at Hove, the late King was an annual guest.

That same big house at the corner of King's-square, Hove, is invested with some historic interest, as it was there that his late Majesty had a famous interview with a certain statesman in which the latter did not have the best of it. During King Edward's visits to Hove the authorities prevented indiscreet sightseers from taking up their positions on the benches opposite Mr. Sassoon's house by the ingenious method of freshly painting the coveted seats every morning.

Both as King and as Prince of Wales his present Majesty has paid autumn visits to Tulchan, that sportsman's paradise, where the shooting and the fishing are unequalled. Tulchan Lodge has been practically rebuilt by the late Mr. Sassoon, and inside it is the last word of latter-day luxury—which cannot be said of the generality of country houses north of the Tweed.

Mr. Sassoon was a brother of the first baronet of his name, regarding whom the following limerick used to be in circulation:—

Sir Albert Abdullah Sassoon,  
That Indian ariforous coon,  
Has bought an estate  
In the street called Queen's Gate,  
And will enter upon it in June.  
The Sassoons, of course, came from Bombay.

Many of the papers speak of Mr. Sassoon's death as having taken place at "Ascot." It should, of course, have been, "Ascot," the residence of Mr. Leopold de Rothschild at Leighton Buzzard.

## PENANG CHAMBER OF COMMERCE.

## PROSPECTS OF THE TIN AND RUBBER INDUSTRIES.

At the Penang Chamber of Commerce annual meeting, Mr. Machin, presiding, said the year might be considered good, although the volume of business fell off somewhat towards the close. Prices of produce generally kept at a high level throughout the year. With tin in the neighbourhood of \$80, copra \$11, and black pepper \$20, producers thereof must have done uncommonly well. The enhanced price of tin in the natural course of events might have been expected to bring out increased supplies, but that had not proved to be the case. The monthly official reports pointed to a reduced production and despite the attractive price the year's shipments were practically identical with those in 1910. With more modern methods of mining and fresh fields to exploit in the northern states it was confidently to be hoped the falling off in production would be arrested.

The principal industry conserved for years to come, rubber, could scarcely be called as yet an article of commerce locally. But with rubber at 5/7½ the proprietor of a well-managed estate, whether individual or company, had wealth staring him in the face. Given good markets for produce it followed that the consequent increased purchasing power means likewise a good import trade. The year under review had proved no exception to this rule. The important business was satisfactory, the failures few and of little importance. He believed the bazaar was in a sounder condition than for a long time past.

The Chamber had again addressed Government on the subject of a wireless station at Penang, but had not yet elicited any response. The port's imports for the year had increased by \$33 millions dollars and the exports by 17 millions.

## FRANCE AND THE NEW CHINA.

## FESTIVAL LUNCHEON IN PARIS.

Writing on March 14th the Paris correspondent of *The Times* said:—  
This morning the new flag of the Chinese Republic, which combines the five colours red, yellow, blue, white, and black, was displayed for the first time from the windows of the Chinese Legation. A luncheon was given at the Hôtel Continental in honour of the new Republic under the auspices of the Chinese Republican Committee in Europe, the president of which is Wu Tsung-lien, the diplomatic representative of China in Rome, and the Chinese-French Union, over which M. Painlevé, one of the Deputies for Paris, presides.

M. Painlevé, who occupied the chair, toasted the Chinese Republic, and delivered an eloquent address on the awakening of China and on the influence of the principles of the French Revolution. Wu Tsung-lien, in his reply, eulogized Sun Yat-sen as the masterly organizer of the Chinese revolution, and paid a tribute to his act of self-sacrifice in supporting the election of Yuan Shih-kai as the first President of the new Republic. He emphasized the essentially pacific character of Chinese aspirations and dwelt upon the necessity for developing the immense natural resources of the country.

M. Anatole France also spoke, and said that he "saluted the birth of liberty in China." He was convinced that amid the uncertainties and troubles of the present times an era of universal peace was being slowly evolved.

## MIRIBILE DICTU!

We take the following from the *Peking Daily News*, a paper published in English by Chinese:—  
It is reported that copper cents are scarce in the northern part of Kiangsu. The Military Governor of Kiangsu reports that one dollar can be exchanged for only one hundred copper cents. Delegates have been sent by order of the Board of Finance at Nanking to make an investigation. The italics are ours. Comment is superfluous.

## INTIMATIONS

**Chs. J. Gaupp & Co.,**  
ALEXANDRA BUILDING,  
CHATER ROAD.

**WATCHMAKERS,  
AND JEWELLERS,  
OPTICIANS,**

**FINEST QUALITY  
DIAMOND JEWELLERY  
A SPECIALITY.**

**ENGLISH, AMERICAN AND SWISS.  
GOLD AND SILVER  
WATCHES.**

**CLOCKS**  
of all descriptions.

45

**If You Wear  
TORICS**

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

**CLARK & Co.**  
SCIENTIFIC OPTICIANS  
45, YORK BUILDING, CHATER RD.  
HONGKONG



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and not to the Special Business Manager. The Manager, and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

## FOR SALE.

**YOST TYPEWRITER**, almost new; Reasonable Price. Apply—  
"Q."  
Care of "Daily Press" Office.  
Hongkong, 10th April, 1912. [541]

## TRANS-SIBERIAN RAILWAY.

INTERNATIONAL SLEEPING CAR CO. OF BRUSSELS.

HAVING been Appointed AGENTS of the above Company, for Hongkong and Canton, we will issue through tickets for the Great Trans-Siberian Route to Europe and America and act as Agents for the Government Railways of China, The Imperial Railways of Japan and Russia, The Korean and South Manchurian Railways and nearly all the Steamship lines in the Far East.  
P. A. LAPICQUE & Co.,  
4, Queen's Building,  
Telephone 950.  
Hongkong, 1st April, 1912. [398]

## REDUCTION.

WE are pleased to be able to announce that, on and after the 5th instant, the following Prices will rule for our:—

"DAISY" BRAND BUTTER... 30 cts. per lb.  
"DAIRYMAID" " 75 " "  
"BUTTERCUP" " 70 " "  
"PASTRY" " 65 " "

## THE

DAIRY FARM CO., LTD.

## PICNIC PARTIES.

## LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,  
H. HAYNES.  
Hongkong, 1st March, 1912. [389]

## BROWN, JONES &amp; Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.  
We have with Glass Shades from 4 up.  
BROWN, JONES & Co.,  
41, Morrison Hill Road.  
Telephone 423.  
Hongkong, 18th October 1911. [776]

## DON'T READ THIS.

UNLESS YOU WISH TO DEPRESS WELL.

WE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent's Wear, from a leading Japanese Manufacturer Supplying the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out.

## HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central,  
Corner of Zeland Street, Hongkong.  
Hongkong, 29th March, 1912. [55]

## GRACA &amp; CO.

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS and CIGARETTES.  
HONGKONG HOTEL BUILDING,  
PEDDER STREET HONGKONG.  
524

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE ——— \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## ENTERTAINMENTS

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS

THE NEW

BANDMANN

OPERA CO.

TO-NIGHT! TO-NIGHT!

The World-famed Musical Comedy,  
**FLORODORA.**

THURSDAY, April 11th:  
The New Charming Musical Comedy,  
**THE KING'S BRIDE.**

FRIDAY, April 12th:  
Mr. George Edwards' Brilliant Musical Success,  
**THE GIRL IN THE TRAIN.**

SATURDAY, April 13th:  
The Huge Shaftesbury Theatre, London, Success,  
**THE ARCADIAN.**

MONDAY and TUESDAY, 15th and 16th:  
For the first time in Hongkong,  
George Edwards' Latest Success,  
**PEGGY.**

From the Gaiety Theatre, London.

WEDNESDAY, April 17th:  
**FAREWELL PERFORMANCE.**

Plan Now Open at MOUTRIE'S.  
PRICES: \$3.50, \$2 and \$1.  
Doors Open at 8.30 P.M.  
Commence at 9.15 P.M.  
Hongkong, 10th April, 1912. [549]

## VICTORIA THEATRE.

## SPECIAL BAND NIGHTS:

By kind permission of Col. HAMILTON and OFFICERS, The Band of the 1st K.O.Y.L.I. will play every THURSDAY NIGHT, when Special Programmes will be arranged.

HANDSOME PICTURES Just Received, the first of which will be exhibited to-day,  
**"THE DEEPEST DYE,"**  
By MAX LINDER.

"GAUMONT GAZETTE,"  
LATEST NEWS "FROM HOME."

THE GREAT HISTORICAL FILM:  
**MADAME SANS-GENE.**

The famous Artists,  
HARRY — "THE QUEALYS" — NELLIE.  
TWO PERFORMANCES NIGHTLY,  
7.15 P.M. and 9.15 P.M.

GRAND MATINEES—  
SATURDAY and SUNDAY, at 4 P.M.  
Hongkong, 10th April, 1912. [58]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 4th April, 1912. [543]

## NOW READY.

DIRECTORY of PROTESTANT MISSIONARIES in China, Japan and Corea

For the Year 1912

Paper Covers ... 80 Cents.

Cloth Covers ... One Dollar.

To be obtained at the HONGKONG DAILY PRESS OFFICE and Local Booksellers.

Hongkong, 13th March, 1912.

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

Telephone 97.

## "DOMES OF SILENCE"

WHICH ENABLES YOUR FURNITURE TO GLIDE SOFTLY OVER CARPETS OR FLOORS.

DOUBLES THE LIFE OF YOUR CARPETS.

HOW TO FIT THEM.

35 OENTS FOR FOUR

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## BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000  
SUBSCRIBED " ... 1,125,000  
PAID UP " ... 562,500  
RESERVE FUND ... 365,000

HEAD OFFICE:  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:  
BANK OF ENGLAND,  
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,  
Manager.

Hongkong, 29th March, 1912. [398]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCE BANK.)  
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)  
Paid up Capital Fl. 12,401,050 (£1,033,421)  
Reserve Fund Fl. 3,252,157.01 (£271,015)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS  
THE WILLIAMS & WATSON BANK,  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per cent.  
6 do. 3 1/2 do.  
3 do. 3 do.

C. WOLDINGH, Manager,  
No. 8, Des Vaux Road Central,  
Hongkong, 15th August, 1909. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL... Yen 48,000,000  
PAID-UP CAPITAL... Yen 30,000,000  
RESERVE FUND... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at

Antung-Hsien, Calcutta, Canton, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Suez, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,  
Manager.  
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS—  
STERLING ... \$1,500,000  
SILVER ... \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS,  
E. SHELLEIN, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.  
Andrew Forbes, Esq., G. Friedman, Esq., C. S. Gubbay, Esq., G. R. Landon, Esq., F. Lieb, Esq.

G. H. Mackenzie, Esq., W. L. Patterson, Esq., Hon. Mr. C. H. Ross, H. A. Slobe, Esq.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:  
Amoy, Anking, Canton, Foochow, Keding, Swatow, Tainan, Taipei, Tokyo, Yokohama.

HONGKONG OFFICE:  
3, Des Vaux Road.

Interest allowed on Current Accounts  
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1911. [1516]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Chief Manager.  
Hongkong, 24th January, 1911. [12]

HONGKONG, 29th March, 1912. [133]

## TO LET

## TO LET.

OFFICES in King's Building.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st April, 1912. [129]

## TO LET.

NEW and COMMODIOUS SHOPS,  
Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 2nd November, 1911. [525]

## TO LET.

THE KOWLOON HOTEL PREMISES with Flower and Vegetable Gardens. Suitable for Messrs. Immediate possession.

Apply to—  
THE SPANISH PROCUSSION, 2, Seymour Road.  
Hongkong, 14th February, 1912. [311]

## TO LET.

OFFICES and GODOWNS in Daddell Street.  
No. 12, BEACONSFIELD ARCADE, First Floor.

"BOGATE" Austin Road, Kowloon, from 1st April.

"EGGESFORD" No. 114, PRAK. Furnished or Unfurnished from 1st April, 1912. 6 ROOMS.

Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 10th April, 1912. [122]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st April, 1912. [120]

## TO BE LET.

ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 29th August, 1911. [123]

## TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—  
LINSTEAD & DAVIS,  
Alexandra Buildings.  
Hongkong, 20th March, 1912. [481]

## OFFICES TO LET.

FIRST CLASS, central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for Messrs. WHITEWAY, LAIDLAW & CO., LTD. Entrance from Des Vaux Road. Electric Lift to all floors. Electric Light throughout.

The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 15th March, 1912. [462]

## TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 12th March, 1912. [388]

## TO LET.

OFFICE in Alexandra Buildings.

Apply—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings.  
Hongkong 26th February 1912. [367]

## TO LET.

"WELLBURN" The PRAC, 6 ROOMS, from 1st June, 1912.

"STILLINGFORD" No. 4, Peak Road, 6-Roomed House in healthy locality with good view of Harbour.

Apply to—  
PERCY SMITH, SETH & FLEMING,  
5, Queen's Road Central.  
Hongkong, 5th April, 1912. [417]

## OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell Ltd.'s, New Building, Des Vaux Road Central; suitable for Offices; Electric Light, Lift; Lavatories with all Modern Conveniences. May be inspected on application to—  
Wm. POWELL, Ltd.,  
Alexandra Buildings.  
Hongkong, 29th February, 1912. [383]

## 新中外港香

CHUNG NGOI SAN PO (Chinese Daily Press).  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.  
Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office,







## CURING DISEASE.

## BY PROPER FOOD.

Every thinking man must be impressed by the fact that the modern doctor is relying less and less on the administration of drugs for the cure of the ordinary illnesses of life, and more and more on the selection of proper food. As a matter of fact, this idea is not so new as it seems, for it has been advocated for hundreds of years—for Thomas Sydenham, who was called the "English Hippocrates," and lived in the seventeenth century, wrote: "There are not a few diseases which can be cured by the use of proper diet alone."

In treating disordered and diseased conditions by food, there are two facts to be observed. The first is the elimination of foods which are found to be injurious to the individual, and the second is to supply him with food which he can digest with ease and assimilate without trouble, food which will nourish him so completely that his weakened system will rapidly gain strength. Moreover, this food, being of a bland nature, must put no strain on the organs of excretion, whose mission is to keep the blood pure.

Among such foods, milk takes a high place. There are, however, grave drawbacks to its use. In the first place, it necessitates the taking of a quantity of fluid which, in itself, may greatly disturb the digestion. In the second place, it is by no means easy to get pure milk in hot countries.

In the third place, in order to preserve the milk it is frequently mixed with chemicals, like boracic acid. This is exceedingly liable to cause indigestion in adults and certain to do so in children, while many people find it disagrees with them in other ways.

MANY DEVICES FOR CURE. Many methods have been devised for overcoming these difficulties, and dried milks of various kinds have been recommended to be used. It is constantly found, however, that the sufferers in warm climates need something more than milk products to sustain their health and strength. The reason is that their nervous system is constantly affected through the too rapid using up of the phosphorus salts which play so powerful a part in maintaining the health of the nervous system.

The pre-eminent need of such people, and, indeed, of most people who live in hot countries, is a food which combines the nutritive qualities of pure milk with the energising and nerve-building properties of phosphorus. These two elements, however, are almost quite useless if merely mixed together, for the ordinary digestion and make the sufferer's last state worse than his first. The phosphorus must be in what doctors call the "organic" form, and it must be "chemically combined" with the milk in order to be easily digested and to produce its best results.

It is in this form that these elements exist in Sanatogen, which, to quote an article published in *The Medical Press and Circular*, "has strengthened the physician's hand a hundredfold," while, it adds, "the wonders brought about by it are no less manifold than amazing, and have been testified to by leading physicians whose names are as household words in many countries of the world."

THE BEST METHOD. Sanatogen, in fact, has come to be recognised by the best doctors everywhere as the greatest tonic food in the world, the one preparation on which complete reliance can be placed to build up the tissues which are destroyed in many diseases, and thus to restore the lost weight which results from them. In order to do this, Sanatogen must first restore the blood to its best possible condition, for every part of the body derives its nourishment from the blood, while, at the same time, it revitalises the nervous system. It is thus evident that Sanatogen's power is not limited to one organ; but, by influencing the digestion, the nerves and the blood, it exercises a wide control over various conditions, and can ameliorate and cure a large number of symptoms.

Testimony to this power is further borne by *The Medical Press and Circular*, which says: "Sanatogen is readily absorbed by the stomach and has an immediate and remarkable effect, shown by a steady increase of body weight and of muscular strength and energy. At the same time, the colour is brought back to the patient's cheeks, which is due to a specific increase in the number of red corpuscles. Moreover, Sanatogen's feeding and sustaining properties are invaluable in the complete loss of appetite that often spells danger in attacks of influenza. To nourish the patient then becomes a matter of life or death, and under these circumstances the supreme importance of highly nutritive and absorbable food in small bulk is recognised. Sanatogen further supplies the much needed nutrition to the brain cells as well as the necessary filip to heart, stomach, liver and other organs of the body."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to A. WILSON & CO., 6, Kiukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-422]

\*Analysis PROVES that

# PLASMON OATS

are Scotland's Best — "Enormously increased in food value by the addition of Plasmon." — *Lancet*.  
PORRIDGE IN PERFECTION.  
4 minutes boiling only.

PLASMON is used by the ROYAL FAMILY  
Plasmon, Ltd., London, Eng.

# STOMALIX

Sole of Carlos. Cures Dyspepsia and 98 per cent. of Diseases of the Stomach and Intestines, indigestion and other ailments.  
Distributing Agents:  
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

## MOTOR LINERS.

## THE SHIPS THAT DO NOT NEED COAL.

[BY T. THORNE BAKER, F.R.S., IN THE "DAILY MAIL."]

Oil has proved itself more than ever a successful competitor of coal in the first run of the first motor liner, the *Selandia*, which with strange significance reached London from Copenhagen at the height of the coal crisis. A new type of vessel has appeared on the seas, with no funnels, and with masts only necessitated by the cranes for handling the cargo.

This pioneer ship of the East Asiatic Company is the first large vessel, designed for ocean trade, propelled by oil engines, and having a displacement of 9,800 tons may be classed fairly as a large ocean cargo boat. The ship is the outcome of progressive experiments which, started on a humble scale with internal combustion engines depending on oil fuel, have gradually become more important and more successful, and several months ago led this enterprising shipping company to launch out with a fully fledged liner for work between Europe and the East.

Fitted with two eight-cylinder engines of the Diesel type, made by the enterprising firm of Burmeister and Wain, of Copenhagen, the *Selandia* is capable of developing over three thousand horse-power, and makes well over eleven knots when running on full speed. A thousand pounds of oil is used by the engines in an hour, but as the storage capacity for oil is about nine hundred tons, the vessel can easily carry sufficient fuel for a twenty-thousand-mile run at full speed. Probably during the present month the *Pionia*, the sister-ship to the *Selandia*, will be launched, and already several other vessels of similar and large size for ocean trade are under construction.

A SUCCESSFUL FIRST VOYAGE. Nothing could have given more complete satisfaction as to the reliability of an oil-propelled ship than the trials of this unique liner. Besides being able to start at a few minutes' notice, she proved so well under control and her engines were so easily reversed that what might have been a nasty collision with the cargo steamer *Standia* was easily averted on the occasion of her first trials. On her voyage to London the ship had ideal conditions for putting the performance of her engines to a thorough test, as she encountered tempestuous weather and behaved splendidly. Those of us who, through the courtesy of the East Asiatic Company, were permitted to make the trip on her to-morrow from London to Antwerp will certainly have an experience worthy to be treasured up in the future which is to witness the struggle for supremacy between coal and oil.

What are the advantages of the motor liner, may be asked by the layman, apart from the question of the world's coal supply becoming exhausted during the next two or three hundred years? In the first place, the space required for fuel is very small compared with coal, and the oil can be taken in at an immense speed by means of pipes leading to the bunkers. The bunkers, by the way, can be of any odd shape, so that much of the odd space at present almost useless in a ship can be employed for the storage oil. Boiler space is unnecessary, and as the oil goes so much further than coal, the extra cargo or number of passengers that would be carried would mean a far greater earning capacity for the ship; something like three-fourths of the engine-room staff, would be dispensed with.

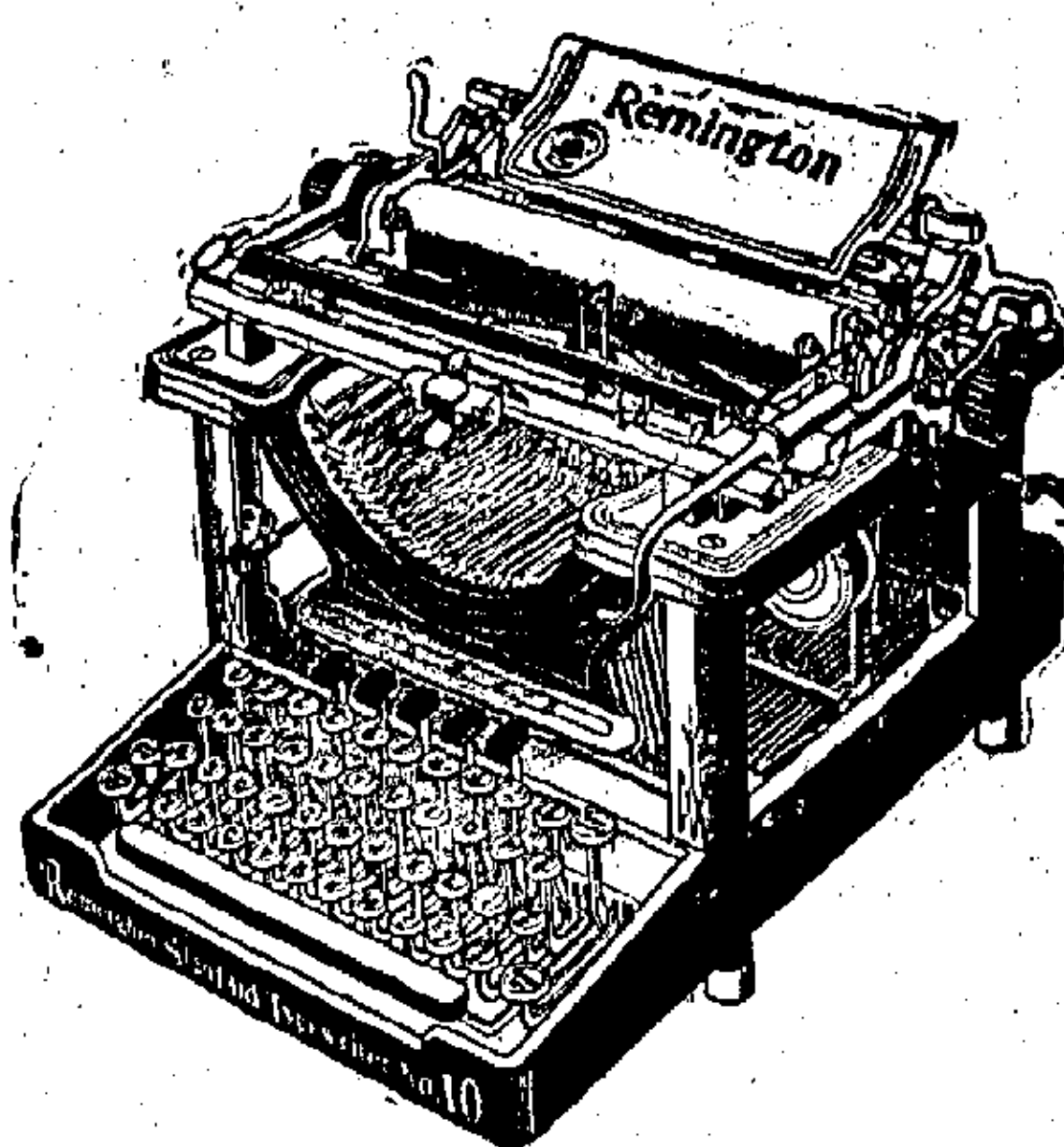
Oil for internal combustion engines can be obtained from between 34s. and 40s. a ton, and besides occupying only about one-fourth of the bunker space required for coal, the cost of running—for moderate speeds, at any rate—is only something like a third of that holding good for steam reciprocating engines. Apart from the money-saving side of the question, it is interesting to note that even large oil engines run very steadily, and there is, of course, no smoke—both points which the passenger will appreciate to the fullest extent.

RAPID PROGRESS IN ENGINE BUILDING. The chief point in connection with motor liners is that during a very small number of years remarkable strides have been made in the construction of large engines; with the successful increase in size, economy still appears paramount, and economy is very much needed in view of the great competition between shipping companies. Five years ago the largest internal combustion engine running was of only 450 horse-power; now the horse-power is beginning to run into several thousands. The *Selandia*, and her two sister-ships when ready, should pave the way to the general adoption of internal combustion engines for ocean cargo work; it remains for engineers to improve their construction as rapidly and as successfully as they have done in the past, and fast passenger liners will follow as a natural sequence.

Considering the supremacy of Great Britain in matters maritime, it is a little astonishing that the great bulk of the pioneer work in connection with oil-driven ships is being done on the Continent. One instance of our own industry in this respect is a ship now building on the Clyde, of 5,000 tons, 3,000 horse-power, but from the information that is available it would appear that to one oil-ship of any size being built in Great Britain, there are many being constructed abroad—chiefly on the Continent.

A 14,000-ton liner is under construction in a German shipbuilding yard, so that ships of the *Selandia* class will be small craft compared with later oil-propelled vessels. When we look at the jump from the *Vulcanus*, of 2,000 tons, which has been running to and from the Black Sea for some time, to the *Selandia*, and then contemplate this 14,000-ton vessel, it will be very obvious what immense and rapid strides are being made in the size of oil-driven ships. The Diesel engines for these ocean-going liners are, of course, of relatively low horse-power. Let us see now what is being done in the way of the far more powerful engines above hinted at, such as would be suitable for battleships or fast passenger vessels. A six-cylinder engine has been designed at

Remington Typewriters are in use—more than any other make, and more than many others combined.  
To-day, as always, the bulk of the Typewriting of the World is done on  
**REMINGTONS.**  
**REMINGTON TYPEWRITER CO.**  
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Nuremberg of something like 12,000 horse-power, and when built it is proposed to install it in a German battleship. A successful engine on these lines has been already constructed of moderately large horse-power for a Hamburg-American liner. Several engineers of the German Navy are already studying the construction of these engines at one of the principal Continental marine engineering works.

OIL TO COST COAL.

Many experts who have dealt with the coal problem and the possible substitutes for coal have more or less ignored oil for some unaccountable reason. One has only to make a conscientious examination of the oil outputs from various parts of the world, including Scotland, to see the potentiality of this fuel, and when one bears in mind the much larger amount of energy that can be obtained from it, weight for weight, than is the case with coal, its significance becomes still more marked. According to a recent report of the *Liverpool Journal of Commerce*, there are at the present moment twenty-one new oil-carrying ships under construction at certain specified yards capable of carrying an aggregate of 219,000 tons of oil. We are only beginning to "tap" the world's oil at present, and there is every indication of its extended application and substitution for coal. Quite recently I saw at work in the north of England, at a ship-building works whose proprietors are themselves large colliery owners, several new oil furnaces on trial, which were giving every satisfaction. The day may not be very far distant when oil, pumped from the bowels of the earth by oil-driven machinery and conveyed to this country by oil-driven ships, may be used for the smelting and working of ores, iron and steel, for the building of fresh ships and their internal combustion engines.

**MITSU BISHI OSHI KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTABE, YOSHINOYAMA,  
HOJO, KAWADA, NAWAZUTA, SAYO  
SHINNEW AND KAMIYAMADA,  
Collectors.

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TOKYO.

BRANCH OFFICES: NAGASAKI  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

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CHINKIANG, Messrs. GRADING & Co.  
MANILA, Messrs. MACDONALD & Co.  
SINGAPORE, Messrs. BOWEN & Co., Ltd.

For Particulars, apply to  
Y. SHIBUYA,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 10th August, 1911. [663]

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

# THORNE'S

OLD VAT  
No. 4.

This vat was started by the late Robert Thorne  
of Greenock and has been sold as No. 4 since 1831.

# SCOTCH WHISKY.

SOLE AGENTS IN  
HONGKONG, CHINA & MANILA

# A. S. WATSON & Co., LTD.

[538]

## INTIMATION

## TO-DAY

The Remington Typewriter Factory is working all day and all night, and is six thousand machines behind in its order.

The extensive enlargements to this factory, recently completed, have already proved inadequate to supply the rapidly increasing demand for the Visible Remington Models, and contracts have just been let for another and even vaster addition to the works.

For 10 months of 1911 our business has been larger than for the whole 12 months of any year since the beginning.

More than

THREE-QUARTERS OF

A MILLION

Remington Typewriters are in use—more than any other make, and more than many others combined.

To-day, as always, the bulk of the Typewriting of the World is done on

**REMINGTONS.**

**REMINGTON TYPEWRITER CO.**

(INCORPORATED).

**SIEMSEN & Co.,** (MACHINERY DEPT.),

47-2 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

## INTIMATIONS

## AN IDEAL DRINK FOR SUMMER.



# SUN PILSENER BEER.

SOLE AGENTS—

# H. RUTTONJEE & SON,

# WINE & SPIRIT MERCHANTS.

[133]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory April 9th.

Previous On Date On Date  
Day at 2 p.m. 6 a.m. 2 p.m.

Barometer ..... 29.99 30.00 29.97  
Temperature ..... 61 68 71  
Humidity ..... 81 98 92  
Wind Direction ..... East East East  
Force ..... 3 2 3  
Weather ..... of of of  
Rain ..... 0.00

Highest open air Temperature on 8th ... 63  
Lowest open air Temperature on 8th ... 62

HONGKONG TIDE TABLE.

From 10th to 16th April, 1912.

High Water. Low Water.

Day Week. Days of Month. H'kong Mean Time. Height. H'kong Mean Time. Height.

Wed. 10 h. m. ft. in. h. m. ft. in.  
No. 10. 2 17 a 5 8 11 45 a 1 8

Thurs. 11 No. 11. 4 14 a 5 8 11 45 a 1 8

Fri. 12 No. 12. 6 54 a 5 8 11 45 a 1 8

Sat. 13 No. 13. 8 10 a 5 8 11 45 a 1 8

Sun. 14 No. 14. 9 26 a 5 8 11 45 a 1 8

Mon. 15 No. 15. 10 13 a 5 8 11 45 a 1 8

Tues. 16 No. 16. 11 34 a 5 8 11 45 a 1 8

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"GREGORY APCAR,"  
having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 P.M. of the 11th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 8th April, 1912. [552]

## FROM EUROPE.

## THE H.A.L. Steamship

"C. FERD. LAEISZ,"  
Captain Selmer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex s.s. "Germania" from Gothenburg.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 5th April, 1912. [548]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

## THE Steamship

"KLEIST,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All Claims must reach us before the 19th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:  
Ex s.s. "Orsola" from Venezia via Port Said.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents. [5]

Hongkong, 5th April, 1912.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"PALAWAN."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 8th April, 1912. [1]

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an area of 30,000 square miles.

Two and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

H. C. GULLAND, Esq.,  
Treasurer;

INTERNATIONAL BANKING CORPORATION,  
Shanghai.

Manager.

## WEATHER REPORT.

On the 9th at 12.05 p.m.—The high has passed into the Pacific. A depression appears to have formed over Manchuria, and a shallow depression extends from S. Korea to S. China. A third depression lies over Indo-China.

Light or variable winds and fog may be expected along the coast and moderate E. or S.E. winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.  
• Hongkong & Neighbourhood {Light or variable winds.  
Formosa Channel ... {Same as No. 1.  
South coast of China between Hongkong and Lamook ... {S.E. winds, moderate; foggy.  
South coast of China between S.E. winds, moderate; fog in morning.

## CHINA COAST METEOROLOGICAL REGISTER.

9th APRIL, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
YFStock	7 a.	29.95	38	90	SE	2	f
Nemuro	6 a.	30.30	—	—	—	5	—
Hakodate	6 a.	30.17	—	—	—	5	—
Tokio	6 a.	30.34	—	—	NW	1	—
Kochi	6 a.	30.09	—	—	SW	2	—
Nagasaki	6 a.	29.99	—	—	—	4	—
Kagoshima	6 a.	30.04	—	—	—	0	—
Oshima	6 a.	30.04	—	—	S	0	—
Naha	6 a.	30.03	—	—	—	1	—
Ishijima	6 a.	30.01	—	—	SSW	2	—
Beau Is.	6 a.	30.16	—	—	SE	1	—
Chefoo	6 a.	—	—	—	—	—	—
Waihaiwai	9 a.	30.08	43	83	NNW	6	o
Hankow	6 a.	—	—	—	—	—	—
Kiukiang	6 a.	—	—	—	—	—	—
Shanghai	6 a.	29.95	53	100	NNE	1	10mr
Guttsaff	6 a.	29.94	53	—	—	—	—
Sharp Peak	7 a.	30.02	60	—	—	0	or
Amoy	6 a.	3.04	64	89	—	0	o
Swatow	5 a.	30.01	—	—	—	0	o
Taihuo	6 a.	30.02	—	—	—	0	o
Tainan	6 a.	30.03	—	—	E	0	—
Kohun	6 a.	30.00	—	—	—	0	—
Pescadores	6 a.	30.03	—	—	—	0	—
Canton	9 a.	30.00	70	95	E	1	o
Hongkong	6 a.	30.00	67	78	E	2	of
Viet. Peak	7 a.	—	—	—	—	—	—
Gap Hook	6 a.	29.95	—	—	E	3	o
Macao	6 a.	29.97	68	—	E	1	of
Wuchow	9 a.	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phaulon	6 a.	29.93	73	—	ENE	3	dh
Honans	—	29.94	76	—	ENE	2	o
S. St. James	—	29.92	79	—	ENE	2	o
Apari	—	29.97	—	—	N	0	b
Manila	—	29.99	—	—	—	0	o
Lezapi	—	29.96	—	—	—	0	o
Bacool	9 a.	—	—	—	NE	2	o
Iloilo	—	30.01	85	—	NE	1	o
Cebu	—	29.96	87	—	E	1	b
Labuan	—	29.95	85	—	—	—	—



## GOING HOME.

A HOLIDAY AT HOME. AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

## WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
SIBERIA	18,000	TUESDAY,	16th April, at 1 P.M.
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	10,200	TUESDAY,	30th April, at 1 P.M.
NILGIRI	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERIA	9,000	TUESDAY,	11th June, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY,	2nd July, at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER. B.C.

## SEATTLE &amp;

## PORTLAND (Or.).

## VIA

## SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
	RYGJA ... 18th April.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERSTO  
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIC ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

FROM HONGKONG: 27th April.

FROM COLOMBO: S.S. "MINEBIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

## REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

WEDNESDAY, 10TH APRIL, 1912.

8 a.m. "HEUNGSHAN."

8 a.m. "HONAM."

10 p.m. "KINSHAN."

5 p.m. "FATSHAN."

THURSDAY, 11TH APRIL, 1912.

8 a.m. "HONAM."

8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN."

5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 14TH APRIL.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HAI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 638 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [145]

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...		Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.

AGENTS.

## SAN FRANCISCO TOYO KISEN KAISHA

## TRANS-PACIFIC

WESTERN PACIFIC  
DENVER AND RIO GRANDE

## TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

ow Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC—DENVER AND

## RIO GRANDE.

The T.E.K. lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connection at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

## PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG. 2nd April, 1912.

PHILIPPINES S.S. Co. [13]

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI ... 4000 S. Crosby ... Manila, Mangarin, Iloilo and Cebu On 10th Apr. 4 P.M.

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, Iloilo and Cebu On 20th Apr. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG. 2nd April, 1912.

PHILIPPINES S.S. Co. [13]

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	—	JAPAN	Second half of March.
TJIPANAS...	AMOY	Second half of March.	JAVA	Second half of March.
TJILATJAP.	JAVA	Second half of March.	SHANGHAI	First half of April.
TJIMANOEK	JAVA	First half of April.	JAPAN	First half of April.
TJIBODAS...	SHANGHAI	First half of April.	JAVA	First half of April.
TJITAROEM	JAPAN	First half of April.	JAVA	First half of April.
TJIMAH	JAVA	Second half of April.	JAVA	Second half of April.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 27th March, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC CO., LTD.  
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "PEKING"	6,500	...	On 25th April.
Kobe and MOJI ... "CEYLON"	9,000	...	About 10th May.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS; GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUETZOW," Capt. J. BONTZELT.	17,300	Wednesday, 17th April, at Noon.
SHANGHAI, NAGASAKI, KORE and YOKOHAMA	"PRINZ LUDWIG," Capt. P. O. PRINZ.	18,300	Thursday, the 18th April.

MANILA, ANGORA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BRENNER.	6,700	9 a.m. 20th April.
Kobe and YOKOHAMA	"COBLENZ," Capt. L. KLUCKERT.	6,750	About 30th April.

KUDAT and SANDAKAN	"BOERNEO," Capt. F. SHMIDT.	5,000	Middle of April.
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All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

Hongkong, 8th April, 1912. GENERAL AGENTS HONGKONG AND CHINA

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THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STRAITS SHIP LINES and TRANS-SIBERIAN RAILWAY.

FOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS LONDON E.C.4

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## SHIPPING IN PORT.

STEAMERS.

Buyo Maru, Japanese str., 3,242; Hashimoto, 25th March—Mojri 20th March.

Coal—Toyo Kisen Kaisha.

CHINUA, British str., 1,270, M. Benson, 7th April—Shanghai 4th April, General.

Butterfield & Swire.

CHOWTAI, German str., 1,115, W. Reher, 6th April—Bangkok 29th March, General.

Butterfield & Swire.

CHOYANG, British str., 1,434, N. Courtney, 7th April—Shanghai 3rd April, General.

Jardine, Matheson & Co.

EMPEROR OF INDIA, British str., 3,942, E. Beetham, 3rd March—Vancouver, B.C. 7th March, General.—Canada Pacific Railway.

FIUME, Chinese str., 820, M. A. Chill, 6th April—Shanghai 4th April, General.

—Chinese.

GERMANIA, German str., 600, C. Tepsen, 6th April—Sydney 1st April, General.

—Siemens & Co.

GREGORY ARCAR, British str., 2,961, J. E. Drake, 8th April—Calcutta 23rd March, General.—David Sassoon & Co.

HALDIS, Norwegian str., 1,065, G. Solberg, 7th April—Bangkok 27th March, Rice.

KAGA MARU, Japanese str., 6,301, P. Tabusa, 8th April—Yokohama and Shanghai 8th April, General.

Nippon Yusen Kaisha.

KWANGLEE, Chinese str., 1,468, J. McArthur, 7th April—Shanghai 4th April, General.—Chinese.

LABETTER, British str., 1,350, Page, 8th April—Saigon 4th April, General.—Chinese.

LAISANG, British str., 2,225, E. J. Tadd, 2nd April—Calcutta 17th March, General.—Jardine, Matheson & Co.

LOOSOK, German str., 1,020, G. Schultzen, 7th April—Bangkok 30th March, Rice.—Butterfield & Swire.

LYEMOON, German str., 1,295, Hellerhoff, 4th April—Saigon 30th March, Rice.—Hamburg-Amerika Linie.

PHUENPHEN, British str., 1,060, Jas. H. Scott, 2nd April—Saigon 29th March, Rice and General.—Chinese.

PRONTO, Norwegian str., 838, Th. Seeberg, 7th April—Saigon 2nd April, Rice.—Aagaard, Thoresen & Co.

February 27th—Atholl, Benetton, Lustron, Matoggo, Nannor, March 1st—Antioch, Goeben, Hirano Maru, Nanyang, Polynesien, Sachsen, Segovia, Deike Rickmers, 5th—Pintshire, Himaya, Hisechi Maru, Konang Si, Nyanga, Baron Innerdale, 8th—Aja Aragoria, Astyanax, Benlomon, C. Ferd Lucias, Gauger, Palawan, Ping Suey, Sydney, 12th—Benarty, Laertes, Persia, Sambia, Madura, 15th—Derfflinger, Errol, Kleist, Tongo Maru, Ville de la Citad, Arcadia, Lovat, 19th—Erherrog Frans Ferdinand, Glenstrac, Miyasaki Maru, Mopine, Peshamur, Socotra, Theeuk, Yangtze, 22nd—Calchas, Ernest Simons, Lomenus, Pathan, Savonia, Stlesia, 23rd—Benedict, Borneo, Kawachi Maru, Pekin, Prim, Savonia, Stlesia, 28th—Bellerophon, Diomed, Kano Maru, Lothian, Prinz Eitel Friedrich, Prinz Ludwig, Satsuna, Yarra, 2nd April—Andalusia, Inverclyde, Kitano Maru, Nile, Patroclus, Stentor, Teucer, Rheus.

PASSED THE CANAL.

February 27th—Atholl, Benetton, Lustron, Matoggo, Nannor, March 1st—Antioch, Goeben, Hirano Maru, Nanyang, Polynesien, Sachsen, Segovia, Deike Rickmers, 5th—Pintshire, Himaya, Hisechi Maru, Konang Si, Nyanga, Baron Innerdale, 8th—Aja Aragoria, Astyanax, Benlomon, C. Ferd Lucias, Gauger, Palawan, Ping Suey, Sydney, 12th—Benarty, Laertes, Persia, Sambia, Madura, 15th—Derfflinger, Errol, Kleist, Tongo Maru, Ville de la Citad, Arcadia, Lovat, 19th—Erherrog Frans Ferdinand, Glenstrac, Miyasaki Maru, Mopine, Peshamur, Socotra, Theeuk, Yangtze, 22nd—Calchas, Ernest Simons, Lomenus, Pathan, Savonia, St



## SHIPPING

**ARRIVALS.**  
**WOODHUNG**, British str., 1,423, Welsh, 9th April—Hongay 7th April, Coal—Jardine, Matheson & Co.  
**HAIRUM**, British str., 841, Stewart, 9th April—Swatow 8th April, General—Douglas, Lapraik & Co.  
**HAIRATA MARU**, Japanese str., 3,820, T. Nomura, 8th April—Bombay 2nd April, General—Nippon Yusen Kaisha.  
**ISIDORO PONS**, American str., 552, F. Yandaro, 8th April—Manila 5th April—Barretto & Co.  
**MIYAZAKI MARU**, Japanese str., 8,500, T. Murai, 8th April—Singapore 2nd April, General—Nippon Yusen Kaisha.  
**SHAOHSING**, British str., 1,307, W. B. Brown, 8th April—Taiching 3rd April, General—Butterfield & Swire.  
**Sovorio**, British str., 4,011, Fred S. Cowley, 8th April—Seattle 6th March, General.  
**YAWATA MARU**, Japanese str., 2,386, F. Sekino, 8th April—Australia 15th March, General—Nippon Yusen Kaisha.  
**YUSHUN**, Chinese str., 1,079, E. H. Pratt, 8th April—Tientsin 2nd April, General—Chinese.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 April 9th.  
**BUYO MARU**, Japanese str., for Japan.  
**CHILDAR**, Norwegian str., for Manila.  
**HAIRUM**, British str., for Swatow.  
**HAIRATA MARU**, Japanese str., for Shanghai.  
**KAGA MARU**, Japanese str., for Straits.  
**LAISANG**, British str., for Straits.  
**SHIRAKI**, Russian str., for Straits.  
**SHIRAKI**, French str., for Huiphong.  
**YAWATA MARU**, Japanese str., for Japan.

## DEPARTURES.

April 9th.  
**AUSTRALIAN**, French str., for Europe.  
**CHOYSANG**, British str., for Canton.  
**C. F. LAISZ**, German str., for Yokohama.  
**HAICHING**, British str., for Swatow.  
**HAICHING**, Chinese str., for Shanghai.  
**KWANGLOO**, Chinese str., for Canton.  
**KUICHOW**, British str., for Weihaiwei.  
**PAUWAN**, British str., for Yokohama.  
**SHAOHSING**, British str., for Canton.  
**SANUKI MARU**, Japanese str., for S'hai.  
**TAMING**, British str., for Manila.  
**VILLE DE LA CHIPOT**, French str., for S'hai.

## SHIPPING REPORTS.

The British str. *Haiching* reports: Light winds and thick foggy weather.

## PASSENGERS.

**ARRIVED.**  
 Per *Suvaric*, from Seattle, Mr. J. Murray and Mr. S. Schlitz.  
 Per *Panama Maru*, from Hongkong, from Australia, etc., Mr. and Mrs. S. Kerr, Miss M. Kerr, Miss K. Kerr, Miss V. Kerr, Miss L. Smith, Miss S. L. Smith, Miss L. Smith, Mr. F. Thier, Miss Mary Hall, Mr. R. McCulloch Dick, Mr. G. L. Davis, Miss E. Davis, Mrs. E. G. Asay and 1 child, Dr. C. Inagaki, Mr. J. Kondoh, Mr. O. Fukuba, Mr. Sonoue, Mrs. Burke, Mr. A. E. Wood and Mr. C. Wood.  
 Per *Miyazaki Maru*, from Hongkong, from London, etc., Mr. and Mrs. J. Carstairs, Mr. Miss E. Beattie, Mr. T. Kitching, Mrs. A. Belchenko and 2 children, Mr. and Mrs. M. Elasser, Mr. and Mrs. C. Wickham, Mr. W. Birch, Capt. N. Dalmeyer, Capt. E. Smith, Mr. V. Lodge, Mr. N. Chaffield, Mr. P. Beattie, Mr. W. Archer, Mr. T. Barclay, Mr. L. Smith, Capt. T. Austin, Mr. E. Lanching, Mr. S. Cowen, Dr. B. Francis and Mr. N. Hill.  
**DEPARTED.**  
 Per *Suvaric*, for Seattle, etc., Mr. and Mrs. W. M. Ginn, Miss Olga Kreuz, Mrs. Asay, Master Asay, Mr. Mackay, Mrs. L. B. Dorland, Miss A. M. Potter, Mr. T. B. Potter, Mr. Peter Mahar, Mr. L. McCulloch Dick, Mr. A. Sutcliffe, Mr. A. M. Gutteres and child, Mr. N. Sakata, Mr. Nakajima, Mrs. Leo and infant, Miss Franco and Miss Elms.

## LATEST STEAMER MOVEMENTS.

The P. & O. Co.'s str. *Syria* left Port Said on the 5th April, at 10 a.m.  
 The P. & O. Co.'s str. *Borneo* is expected to arrive at Penang on the 11th April, at 6 p.m.  
 The H.A.L. str. *Delgravia* left Shanghai on the 7th April, p.m., and may be expected here on or about the 10th April, a.m.  
 The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 5th April, a.m.  
 The O.S.K. str. *Tacoma Maru*, from Tacoma, left Manila for this port on the 7th April, and is due here on the 10th April, p.m.  
 The American & Manchurian Line's str. *Kalomo* left Shanghai on the 8th April for Hongkong, and is due to arrive on the 11th April.  
 The "Ben" Line str. *Benary* from Leith, Middlesbrough and London left Singapore on the 6th April for this port.  
 The *Apar* str. from Calcutta left Singapore on the 8th April, p.m., and may be expected here on or about the 14th April.  
**INDO-CHINA STEAM NAVIGATION CO., LTD.**  
*Katsang*, from Calcutta, is due in Hongkong via Straits 21st April.  
*Chipsing*, from Weihaiwei, is due in Hongkong and Canton 10th April.  
*Hangsang*, from Shanghai, is due in Hongkong and Canton 16th April.  
**BRITISH INDIA STEAM NAVIGATION CO., LTD.**  
*Fultala*, from Singapore and Rangoon, is due in Hongkong 11th April.  
*Wardha*, from Kobe, is due in Hongkong 15th April.  
 The I.G.M. str. *Prinzess Alice*, which left here on the 2nd April, at noon, arrived at Singapore on the 5th April, at 9 a.m.  
 The I.G.M. str. *Kleist*, which left here on the 6th April, at 7 p.m., arrived at Shanghai on the 9th April, at 4 p.m.  
 The I.G.M. str. *Prinz Waldemar*, which left here on the 2nd April, arrived at Kobe on the 9th April, at 10 a.m.  
 The str. *Borneo* left Sandakan on the 7th April, p.m., and may be expected here on or about the 12th April, a.m.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	REMARK.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, &c., via USUAL PORTS OF CALL.	DEUTA	Brit. str.	—	E. P. Martin, S.N.R.	P & O. S.N. Co.	On 13th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	SUNAMTRA	Brit. str.	—	W. R. Le Mare, S.N.R.	P. & O. S.N. Co.	About 17th inst.	
LONDON, ROTTERDAM & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 15th May.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ANHERS	Ger. str.	k. w.	Gronau	HAMBURG-AMERICA LINE	On 5th May.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARADIA	Ger. str.	k. w.	Luening	HAMBURG-AMERICA LINE	On 31st May.	
HAVRE & HAMBURG	BELOAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	To-morrow.	
HAVRE, BREMEN & HAMBURG	C. FRED. LARSEN	Ger. str.	—	Solmer	HAMBURG-AMERICA LINE	On 10th May.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 24th inst., at D'light.	
MARSEILLES, HAVRE & HAMBURG, &c.	SLABEN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 29th inst.	
VICTORIA, B.C. & TACOMA via JAPAN &c.	TACOMA MARU	Jap. str.	—	Kotze	HAMBURG-AMERICA LINE	On 27th May.	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	Irisawa	OSAKA SHOSSEN KAISHA	On 16th inst., at 1 p.m.	
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.	
TIEN-TSIN, via SINGAPORE, PENANG, COLOMBO, &c.	LUTZOW	Ger. str.	—	J. Barteldt	OSAKA SHOSSEN KAISHA	On 30th inst., at 1 p.m.	
TRIESTE, ROME, VENICE via SINGAPORE, &c.	KOEBER	Aus. str.	—	—	MELCHERS & Co.	On 17th inst., at Noon.	
NEW YORK	CHINA	Aus. str.	—	—	SANDER, WIELER & Co.	On 19th inst., at 6 p.m.	
BOSTON & NEW YORK	MONTROSE	Brit. str.	—	—	SANDER, WIELER & Co.	About 23rd inst.	
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	KALOMO	Am. str.	—	Keasley	THE BANK LINE LTD.	To-morrow.	
VANCOUVER via SHANGHAI, JAPAN, &c.	BYGMA	Brit. str.	2 m.	—	THE BANK LINE, LIMITED	On 18th inst.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EXPRESS OF INDIA	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 20th inst., at 6 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 1st June, at 6 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 16th inst., at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	ORINA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 p.m.	
AUSTRALIAN PORTS via MANILA	CHIKU MARU	Jap. str.	—	M. Winkler	TOTO KAISEN KAISHA	On 7th May, at Noon.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	H. Bremer	NIPPON YUSEN KAISHA	On 12th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & Co.	On 20th inst., at 9 a.m.	
YOKOHAMA & KOBE via SHANGHAI	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	E. F. FERDINAND	Aus. str.	—	—	SANDER, WIELER & Co.	About 26th inst.	
YOKOHAMA & KOBE via SHANGHAI	TENSHIN MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 14th inst.	
YOKOHAMA & KOBE via SHANGHAI	MIYASAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	To-morrow, at 11 a.m.	
YOKOHAMA & KOBE via SHANGHAI	FUTABA	Brit. str.	—	H. Chidley	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI	COLEMAN	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 30th inst.	
YOKOHAMA & KOBE via SHANGHAI	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	BYO MARU	Jap. str.	—	—	TOTO KAISEN KAISHA	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	YUICHING	Dut. str.	—	Van D. Jalink	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI	CHIPSING	Brit. str.	—	R. Mooney	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI	KUICHOW	Brit. str.	1 m.	Forrester	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	SHAOHSING	Brit. str.	1 m.	E. A. Wall	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	WUHU	Brit. str.	1 m.	J. Moatire	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	HAIRATA MARU	Brit. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	CHINCHU	Brit. str.	1 m.	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	ASSAYE	Brit. str.	—	Benson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	ANNU	Brit. str.	1 m.	G. W. Cookman, S.N.R.	BUTTERFIELD & SWIRE	On 12th inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI	GREGORY APCAR	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 13th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	PESHAWUR	Brit. str.	—	J. B. Drake	DAVID SASSOON & Co., Ltd.	On 13th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	BORNEO	Brit. str.	—	E. W. Bruce	P. & O. S.N. Co.	About 15th inst.	
YOKOHAMA & KOBE via SHANGHAI	PRINZ LUDWIG	Ger. str.	—	W. H. S. Hall	P. & O. S.N. Co.	About 18th inst.	
YOKOHAMA & KOBE via SHANGHAI	SIBERIA	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	About 18th inst.	
YOKOHAMA & KOBE via SHANGHAI	KUTSANG	Brit. str.	—	Kotze	HAMBURG-AMERICA LINE	On 20th inst.	
YOKOHAMA & KOBE via SHANGHAI	FEIKING	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	BORNEO	Aus. str.	—	—	ARTHUR NILSON & Co.	On 25th inst.	
YOKOHAMA & KOBE via SHANGHAI	CHILONG	Swed. str.	—	—	SANDER, WIELER & Co.	On 5th May, at D'light.	
YOKOHAMA & KOBE via SHANGHAI	MONMOUTH	Brit. str.	—	—	ARTHUR NILSON & Co.	About 10th May.	
YOKOHAMA & KOBE via SHANGHAI	TJILAJAR	Dut. str.	—	Rooy	JARDINE, MATHESON & Co., Ltd.	About 1st June.	
YOKOHAMA & KOBE via SHANGHAI	KAGESHIMA MARU	Dut. str.	—	W. Wade	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI	KAIJO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.	
YOKOHAMA & KOBE via SHANGHAI	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	DAIJIN MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 17th inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI	YERIMO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 14th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	HAIRUM	Brit. str.	2 h.	A. H. Stewart	OSAKA SHOSSEN KAISHA	On 12th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	HAIRUN	Brit. str.	2 h.	J. S. He	DOUGLAS LAFRAIE & Co.	To-day, at 11 a.m.	
YOKOHAMA & KOBE via SHANGHAI	HAIRANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIE & Co.	On 12th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	HAICHING	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LAFRAIE & Co.	On 16th inst., at 11 a.m.	
YOKOHAMA & KOBE via SHANGHAI	RUH	Aus. str.	—	S. A. Crosby	DOUGLAS LAFRAIE & Co.	On 19th inst., at 11 a.m.	
YOKOHAMA & KOBE via SHANGHAI	LONGHONG	Aus. str.	—	—	SHEWAN, TOMES & Co.	To-day, at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	YUKSANG	Brit. str.	—	Leahk	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 p.m.	
YOKOHAMA & KOBE via SHANGHAI	ZAFIRO	Am. str.	—	P. H. Boile	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 p.m.	
YOKOHAMA & KOBE via SHANGHAI	TIPANAS	Dut. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 20th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI	LAISANG	Brit. str.	—	J. B. v. Damme Jelab	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI	WARDHA	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	MAUSANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	BORNEO	Ger. str.	—	Welgall	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI	St. Klango	Freu. str.	—	E. Sordill	MELCHERS & Co.	Middle of April.	
YOKOHAMA & KOBE via SHANGHAI	—	—	—	E. de Catalano	MAGNIES MARITIME	To-day, at Noon.	



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	10 A.M. 12th April.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon. 13th April.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PESHAWUR Capt. E. W. Bruce BORNEO Capt. W. H. S. Hall	About 15th April. About 18th April.	Freight only. Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. J. Le Mare, R.N.R.	About 17th April.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 9th April, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WEIHAIWEL, CHEFOO & TIENTSIN	"KUEICHO" .....	On 10th Apr. 4 P.M.
NINGPO & CHINKIANG	"WUHU" .....	On 10th Apr. 4 P.M.
TSINGTAI & NEWCHWANG	"SHAOHSING" .....	On 10th Apr. 4 P.M.
SHANGHAI	"CHINHUA" .....	On 11th Apr. 4 P.M.
SHANGHAI	"ANHUI" .....	On 13th Apr. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANLU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
"ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS

Hongkong, 5th April, 1912.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" .....	Capt. J. S. Bosch .....	FRIDAY, 12th April, at 11 A.M.
"HAIYANG" .....	Capt. J. W. Evans .....	TUESDAY, 16th April, at 11 A.M.
"HAIYANG" .....	Capt. W. C. Passmore .....	FRIDAY, 19th April, at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" .....	Capt. A. H. Stewart .....	WEDNESDAY, 10th April, at 11 A.M.
"HAIMUN" .....	"HAIMUN" .....	SUNDAY, 14th April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to— DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 10th April, 1912.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

### HOMEWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

For HAVRE &amp; HAMBURG:

S.S. SITHONIA .....	20th April.
S.S. ANDALUSIA .....	30th April.
S.S. BAYERN .....	10th May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

## MONTHLY FAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "KOERBER", 9,900 tons, will leave as above on 19th April, 1912, 6 P.M.

S.S. "BOHEMIA", 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

TO SHANGHAI.  
S.S. "BOHEMIA", 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, 250 1st, 236 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND", 12,000 tons, will leave for Yokohama and Kobe via SHANGHAI about 26th April.

S.S. "CHINA", 11,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice, 243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

## ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WILKIN & Co., Agents,  
Princes' Building.

1888 Hongkong, 8th April, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU, TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

## "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers— BUYO MARU, HONGKONG MARU and KIYO MARU.

Fly between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU .....	W. W. Greene .....	TUESDAY, 7th May, Noon.
NIPPON MARU .....	A. G. Stevens .....	TUESDAY, 28th May, at Noon.
TENYO MARU .....	E. Bont .....	TUESDAY, 4th June, at Noon.
SHINYO MARU .....	H. S. Smith .....	TUESDAY, 25th June, at Noon.

STEAMER	Tons	DATE OF SAILING.
BUYO MARU .....	10,500 .....	WEDNESDAY, 10th APRIL, Noon.
HONGKONG MARU .....	11,000 .....	FRIDAY, 7th June, at Noon.
KIYO MARU .....	17,500 .....	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,  
King's Building (Opposite Blakes Pier).

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

## MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG, on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co's AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG, (Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVING.
		(Gross reg.)	
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA ...	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, AND YOKO- HAMA ... ..	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:—  
From Seattle .....

From Hongkong, Shanghai and Keelung .....

From Nagasaki, Moji, Kobe and Yokohama .....

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco .....

The Co's Newly Built Steamers have fair speed. Superior accommodation forsteerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Saree and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING.
FOOCHOW via SWATOW and AMOY	"KALJO MARU" .....	WEDNESDAY, 10th April, at Noon.
KEELUNG (DIRECT) .....	"YERIMO MARU" .....	FRI, 12th Apr., at 4 P.M.
TAMSUI via SWATOW and AMOY	"DALJIN MARU" .....	SUNDAY, 14th April, at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU" .....	WEDNESDAY, 17th April, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

772-778

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	ATSUTA MARU + Capt. J. Nagao	9,000	WEDNESDAY, 24th April, at Daylight
HITACHI MARU	Capt. T. Yamawaki	7,000	WEDNESDAY, 8th May, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd April, at Noon.
SADO MARU	Capt. K. Asakawa	7,000	TUESDAY, 7th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th April, at Noon.
YAWATA MARU	Capt. T. Sekine	6,000	FRIDAY, 10th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	MIYAZAKI MARU Capt. Murai	9,000	THURSDAY, 11th April, at 11 A.M.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 10th April, at Noon.
NAGASAKI, KOBE & YOKOHAMA	HAKATA MARU Capt. Y. Nomura	6,000	WEDNESDAY, 10th April.
SHANGHAI, MOJI, KOBE and YOKKAICHI	TENSHIN MARU Capt. T. Hori	4,000	SUNDAY, 14th April.
KOBE DIRECT	KAGESHIMA MARU Capt. W. Wade	5,000	SATURDAY, 13th April.

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers, Cargo only

Calling at Rotterdam after Antwerp.

## NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

### REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, (SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"MIKE MARU", 4,000 tons, Capt. K. Kikawa, On 12th April

## 1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
ATSUTA MARU	9,000	J. Nagao	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd
KITANO	9,000	F. E. Cope	June 5th

## FOR SEATTLE.

AWA MARU	7,000	T. Iizawa	April 23rd
SADO	7,000	K. Asakawa	May 7th
YOKOHAMA	7,000	K. Noda	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-15-41]

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to Hongkong	Connecting Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
to COLOMBO	1 P.M. SATURDAY	from COLOMBO to MARSEILLES & LONDON	SATURDAY	FRIDAY
DELTA .....	8000 April 13	MALJOJA .....	12500 May 11	May 17
ASSAYE .....	7500 April 27	MONGOLIA .....	10000 May 25	May 31
ORIENTAL .....	5284 May 11	MALWA .....	11000 June 8	June 14
DEVANHA .....	8000 May 25	CHINA .....	8000 June 22	June 28
DELTA .....	8000 June 8	MACEDONIA .....	10500 July 6	July 12
ARCADIA .....	7000 June 22	MOREA .....	11000 July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd £42.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
Tonnage	about	about
SUMATRA .....	5000 April 17	May 31
NAMUR .....	7000 May 1	June 14
PALAWAN .....	5000 May 15	June 28
BORNEO .....	5000 May 29	July 13
SYLA .....	7000 June 12	July 27
NORE .....	7000 June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £37.10

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

1086



